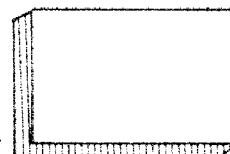
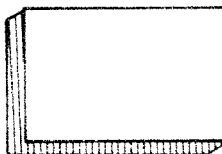
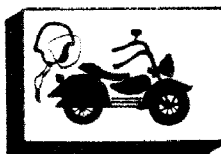
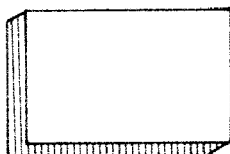
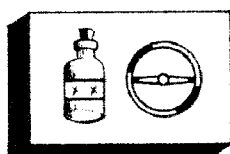


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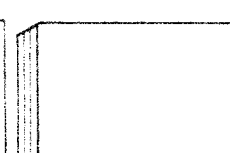
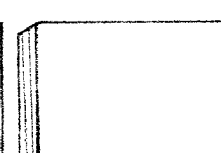
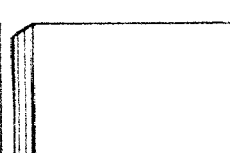
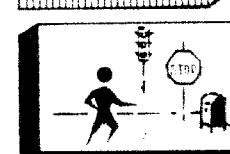
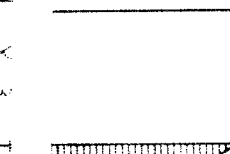
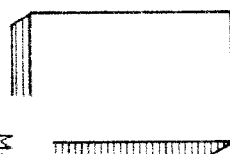
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STANDARDS FOR



MARYLAND HIGHWAY SAFETY PROGRAM

OFFICE OF HIGHWAY SAFETY COORDINATOR



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Maryland, Office of the
Highway Safety Coordinator.
Why doesn't someone do
something about traffic

WHY DOESN'T SOMEBODY DO SOMETHING

ABOUT TRAFFIC SAFETY?

Prepared by

The Office of the Highway Safety Coordinator
300 W. Preston St., Baltimore, Md. 21201
February 1969

MARYLAND'S HIGHWAY SAFETY PROGRAM

YOUR POLITICAL SUBDIVISION AND YOU

Maryland averages more than 200 motor vehicle accidents a day throughout the year.

As a result of these accidents two persons are killed, and more than 100 are injured or maimed for each and every day of the year.

"Too often we tend to forget that, for every person killed, just about 62 others are injured. Many of the injuries incapacitate a person for the remainder of his life," says Lt. Col. George E. Davidson, Deputy Superintendent of the Maryland State Police.

This is a tragic record. These are disturbing facts, which must be of great concern to every Maryland citizen and every Maryland community. Their help is needed if state and national programs of traffic safety are to succeed.

That is why the effort to "do something" about traffic safety has been brought down to the grassroots level...to your political subdivision and you.

LET'S TAKE A BRIEF LOOK BACK

Significant progress has resulted from attempts to call nationwide and local attention to traffic safety needs. Let's take a brief look back at the history of these efforts.

During the 1920's the Maryland State Roads Commission took dramatic steps to improve safety and comfort on what many regarded as the best roads system in the nation. Its actions included national "firsts." It introduced the use of directional and distance signs, flashing danger signals, painted center lines, banking of curves and the first snow removal program. In more recent years private industry, professional groups, and civic organizations also strived to reduce the highway accident rate.

Since 1921 every Federal-aid highway act signed into law has clearly stated that traffic safety is to be a prime consideration in using construction funds. Maryland has applied the latest safety technology in building its own highways.

The Maryland Legislature created the Maryland Traffic Safety Commission in 1941 to coordinate public and private efforts on behalf of traffic safety. And, nationally, these are some of the things which have taken place:

*President Truman established the President's Committee for Traffic Safety in 1946 to give national impetus as well as coordination to traffic safety planning.

*Joint efforts were launched at national and state levels to standardize traffic laws, signs and signals in the interest of promoting safety.

*The National Traffic and Motor Vehicle Safety Act of 1966 set standards for manufacturers to make vehicles and accessories safer.

NATIONAL HIGHWAY SAFETY ACT OF 1966

Congress took note of the fact that the automobile has killed more than 1,500,000 Americans (or three times as many as all of the country's enemies have been able to kill in all of the nation's wars).

Therefore, it decided to "do something" about traffic safety that would be different and more effective. For the first time, Congress decided to designate Federal-aid funds for the specific purpose of traffic safety. The result was the enactment of the National Highway Safety Act of 1966.

The Act provides for "a coordinated national highway safety program through financial assistance to the states to accelerate highway safety programs." It makes each state's Governor responsible for administering and implementing the program. It also authorized the Secretary of Transportation to develop highway safety standards and required each state to have a program for implementing these standards underway by January 1, 1969 (later extended to January 1, 1970).

The Act appropriates \$267 million to be divided among the 50 states and says that sixty percent of this money can be spent by state governments.

But there is something else which has not been mentioned here...

WHAT ABOUT LOCAL PARTICIPATION?

"Greatest benefits from the Highway Safety Act of 1966 will accrue to those states and those cities that know what they need and what they must do to fully develop their highway safety programs. Primary responsibility for achieving results in highway safety rests with the states, cities and counties."

J. O. Mattson, President
Automotive Safety Foundation

The National Highway Safety Act of 1966 also requires that at least 40 percent of funds shall be channeled into the highway safety efforts of political subdivisions--meaning the cities and counties.

Even the smallest cities, villages or school districts will be able to make application for a highway safety project.

Most accidents occur at "the local level" in the sense that local police, ambulance, or similar services, are usually required.

Thus, this may well be the Act's most important provision.

WHO RUNS THE HIGHWAY SAFETY PROGRAM?

The Governor is responsible for administering Maryland's program. He has named (and serves as chairman of) the 15-member Maryland Highway Safety Policy Advisory Committee. Other members are:

WALTER J. ADDISON, who is both Maryland's HIGHWAY SAFETY COORDINATOR and the Governor's Representative on the Maryland Highway Safety Policy Advisory Committee. He is responsible for coordinating the safety activities of various agencies of state government and political subdivisions and implementing the Maryland Highway Safety Program.

FRANCIS B. BURCH, ATTORNEY GENERAL OF MARYLAND
WILLIAM S. JAMES, PRESIDENT, MARYLAND SENATE
JEROME B. WOLFF, CHAIRMAN-DIRECTOR, MARYLAND STATE ROADS COMMISSION
COL. ROBERT J. LALLY, SUPERINTENDENT, MARYLAND STATE POLICE
JUDGE ROBERT S. HEISE, TRAFFIC COURTS REPRESENTATIVE
GEORGE R. HUGHES, JR., SENATOR
E. HOMER WHITE, JR., DELEGATE
JAMES S. MCINERNEY, DELEGATE
LEM E. KIRK, PRESIDENT, MARYLAND COUNTY COMMISSIONERS ASSN.
JOHN R. JEWELL, COMMISSIONER, DEPARTMENT OF MOTOR VEHICLES
DR. JAMES SENSENBAUGH, Ed.D. STATE SUPERINTENDENT OF SCHOOLS
DR. WILLIAM J. PEEPLES, STATE HEALTH COMMISSIONER
THORNTON M. MOURING, DIRECTOR, MARYLAND COUNTY ENGINEERS' ASSN.
FRANCIS X. JAHN, MARYLAND LAW ENFORCEMENT OFFICERS ASSN.
JOSEPH H. HAHN, JR., MARYLAND MUNICIPAL LEAGUE

A Technical Advisory Committee serves to coordinate the technical efforts of the several agencies and specialized technical groups. These technical groups will be formed in various functional areas, made up of people from both government and private organizations, to advise and assist in planning Maryland's highway safety programs.

ENLISTING CITIZENS' SUPPORT

...and there is already in existence a Citizens Advisory Committee, representing almost every organization in Maryland with a demonstrated interest in promoting safety improvements and legislation.

It can speak for all concerned Maryland citizens who desire a voice in the development of an effective traffic safety program.

CITY AND COUNTY COORDINATORS

Political subdivisions (counties and incorporated towns) will be asked to name a Coordinator to assist in the administration of safety programs at local levels. The several political units will apply through the County Coordinator to plan safety projects.

It would be best if the Coordinator named by local governments be a government employee with adequate clerical and staff assistance. He should be given the help of a local traffic commission or council (similar to the Policy Advisory Committee at the state level) of persons knowledgeable in traffic safety, i.e., city and/or traffic engineer, law enforcement personnel, county and/or city attorney, physicians, educators, judiciary, etc.

He will maintain close liaison with the Highway Safety Coordinator for purposes of developing a local highway safety program.

LOCAL PROGRAM OBJECTIVES

In summary, political subdivisions should seek, first, to evaluate their existing highway safety programs on an individual basis, e.g., driver education; traffic laws and ordinances; court procedures; alcohol involvement, hazardous locations; traffic records; highway design, construction and maintenance; traffic control devices; pedestrian safety; police traffic services; etc. The second step should be to develop projects as outlined herein.

THOSE VITAL NATIONAL HIGHWAY SAFETY PROGRAM STANDARDS

Maryland's special needs will receive top priority under its Highway Safety Program and, importantly, the program will also work toward achieving the objectives of the sixteen National standards as set forth by the Secretary of Transportation.

The National Highway Safety Act of 1966 is intended to apply uniform standards throughout the nation for the protection of citizens wherever they travel or live. As outlined by the National Highway Safety Bureau, a branch of the U. S. Department of Transportation, which administers funds available to the states, the standards are:

1. PERIODIC MOTOR VEHICLE INSPECTION

Vehicles with faulty equipment contribute to traffic crashes and each state shall have a program for periodic inspection of vehicles.

2. MOTOR VEHICLE REGISTRATION

Each state shall have a motor vehicle registration program which will provide rapid identification of the vehicle and its owner for accident research, safety program development and enforcement purposes.

3. MOTORCYCLE SAFETY **

Only persons physically and mentally qualified shall be licensed to operate motorcycles and both driver and passenger shall use protective safety equipment.

4. DRIVER EDUCATION **

A driver education program shall be available for all youths of licensing age. Adult driver training and commercial driving schools must be licensed and instructors certified.

5. DRIVER LICENSING

A driver licensing program to insure only persons physically and mentally qualified are licensed to operate must be established. The program must not unjustly restrict or deny the privilege to drive.

6. CODES AND LAWS **

Uniformity of traffic codes and laws throughout the state and with other states shall be implemented.

7. TRAFFIC COURTS **

All traffic courts shall complement and support local and state-wide traffic safety objectives.

8. ALCOHOL IN RELATION TO HIGHWAY SAFETY

A program to achieve a reduction in those traffic crashes arising in whole or in part from persons driving under influence of alcohol is mandatory.

9. IDENTIFICATION AND SURVEILLANCE OF ACCIDENT LOCATIONS **

States shall have a program for identifying locations having high crash rates or losses, as well as potentially high hazard sites.

10. TRAFFIC RECORDS **

Information regarding drivers, vehicles, crashes and highways shall be uniform for purposes of analysis and correlation.

11. EMERGENCY MEDICAL SERVICES **

A program shall be established to assure that persons involved in highway crashes shall receive prompt emergency medical care by trained and qualified personnel.

12. HIGHWAY DESIGN, CONSTRUCTION AND MAINTENANCE

A program of highway design, construction and maintenance to improve highway safety shall be implemented.

13. TRAFFIC CONTROL DEVICES **

The use of traffic control devices (signs, markings, signals, etc.) and other traffic engineering measures to reduce traffic crashes will be in accordance with the national standard.

14. PEDESTRIAN SAFETY **

A program which includes pedestrian education, pedestrian controls, devices, and lighting and alcohol involvement records will be part of the ongoing program of pedestrian safety.

15. POLICE TRAFFIC SERVICES **

There shall be a program to insure the provision of efficient and effective police services to prevent traffic crashes, aid the injured, maintain safe and orderly movement of traffic, provide for recruit training, practice selective enforcement and establish procedures defining primary operational authority.

16. DEBRIS HAZARD CONTROL AND CLEANUP

Rapid, orderly and safe removal from the roadway of wreckage, spillage and debris from crashes to reduce the likelihood of secondary hazards is mandatory.

It is important to emphasize that most of these standard areas have a direct impact on local governments. Those noted with (**) are particularly suited for local program development.

As indicated earlier, at least 40% of Highway Safety Act funds coming to Maryland must be used for these local programs.

THE STEPS TO BE FOLLOWED

Having evaluated your current local highway safety programs in relation to the sixteen National standards (using assessment forms supplied by the Highway Safety Coordinator), your political subdivision should then:

Isolate the program deficiencies and identify the necessary corrective actions by priority.

Develop proposals for implementation of the corrective action in conformity with National standards.

Develop specific projects to implement the highway safety program locally (See Highway Safety Project Grant Request - Page Eleven).

Prepare an implementation schedule, implement the program on a priority basis and conduct a program evaluation.

HOW TO GET A SAFETY PROJECT GRANT

Local officials may seek funds for specific local highway safety projects to strengthen or expand programs in one or more of the areas defined in the National standards.

Application should be made on a Form HS-1 (Highway Safety Project Grant Request) obtained from the Highway Safety Coordinator. These forms contain full instructions as to eligible expenditures and fulfilling other fiscal requirements. They also require the filing of expenditure reports to the Highway Safety Coordinator and quarterly fiscal and progress reports (This is in keeping with the National Highway Safety Bureau regulations).

1. A Project Director is to be named by the applicant agency to administer the project. He should complete Form HS-1, estimating total project costs and the source of the matching funds to be supplied by the political subdivision.

2. The application is to be approved and signed by a proper "authorizing authority," signed by the Project Director and reviewed by the local Coordinator.

3. The application is then to be submitted to the Highway Safety Coordinator. It will be reviewed by the Maryland Highway Safety Policy Advisory Committee and then approved or rejected by the Highway Safety Coordinator, acting as the Governor's representative. Approved requests are forwarded to the National Highway Safety Bureau for final disposition. This is not a "blank check" program, and it should be clear that sound proposals are most likely to earn approval.

WHAT THE STATE IS DOING

As Maryland's Highway Safety Coordinator, Walter J. Addison will be chiefly responsible for coordinating a comprehensive statewide traffic safety program, proposing legislative solutions and maintaining Federal liaison.

In late 1968 a contract was signed for a highway safety needs study by the Automotive Safety Foundation, a non-profit educational and research organization. It will undertake a one-year review of "legislative and administrative needs and deficiencies" in Maryland's existing programs, and recommend solutions.

The Highway Safety Coordinator will conduct various regional meetings to assist local political subdivisions in initiating their local highway traffic safety programs and to explain program objectives.

It will also begin an intensive effort to bring interested citizens and civic organizations into planning and advisory roles at state and local levels.

This combined Federal-State-local effort could be summarized this way:

It is a NEW STRATEGY FOR SAFER MOTORING

WHO TO CONTACT

For information about specific functional program areas and their implementation at the local level, please direct your correspondence to:

Walter J. Addison
Office of the Highway Safety Coordinator
300 West Preston Street
Baltimore, Maryland 21201

BRING YOUR PROBLEMS TO THIS OFFICE. ASK US QUESTIONS. IF WE WORK TOGETHER, WE CAN "DO SOMETHING" TO IMPROVE TRAFFIC SAFETY.